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HARBORPARK

Boston Redevelopment Authority

UPDATE

September 1985

HARBORPARK: It's Promise for Boston

Last October, when Mayor Raymond L. Flynn unveiled the HARBORPARK concept, he described it as the City's program "to restore the pride and purpose of Boston's historic harbor." The key to the plan's success, said Mayor Flynn, would be access, not only to the water's edge, but also to the economic opportunities created by growth, and to the process which guides it.

The Flynn Administration formulated the HARBORPARK plan in response to the challenge posed by new development interest along Boston's waterfront. Encouraging signs were already beginning to transform the area. It was the City's intention to now ensure that the benefits of that economic growth extended into the heart of the City—into its neighborhoods.

Though the HARBORPARK plan has existed for less than one year, it has already played a significant role in influencing and balancing waterfront development. Over \$600 million in construction has begun over the last ten months along the harbor, and most of the projects have been modified to comply with the program's goals. Building heights and site plans have been changed to maximize public views and access to the shoreline. Public open space has been increased and maritime facilities added such as ferry docks and marinas. Harborwalk, an 8-mile pedestrian way along the water's edge, is a key component and will, when complete, connect the revitalized Charlestown Shipyard to the Fan Piers of South Boston.

In addition, new projects planned will create over 4,000 yearly construction jobs and 19,000 permanent jobs. Developers will hire a minimum of 50% Boston residents, 25% minorities and 10% women on all construction jobs. Employment Opportunities Plans are also being developed to increase the job share for Boston residents in the permanent jobs created. Over \$28 million in new tax revenues will be generated by current development. Linkage payments will amount to over \$22 million. Public amenities will provide over 44 acres of parkland and nearly 28,000 linear feet of public access to the water's edge. Almost \$3 billion in development is under consideration or programmed through the 1990's.

The public's role has been greatly expanded in the planning process through the creation of a broadly representative advisory committee. Specific project advisory committees have been and will continue to be created to address specific neighborhood concerns.

HARBORPARK is a plan that will rekindle the spirit of community, excitement and vitality in the place of Boston's origins. Boston has one of the world's most attractive harbors. People, those who visit and those who live and work here, are, now and in the future, going to be able to take advantage of this great natural resource.

Citizens Advisory Committees Play Key Role in Future of Waterfront



A view from Harborwalk at the Aquarium.

"It's been a year of breaking new ground, learning about each other and tackling the important issues of waterfront development," said Mayor Raymond L. Flynn about the HARBORPARK Advisory Committee's first ten months of activity. "With the help of this committee, as well as the Fan Pier Advisory Committee and the ongoing neighborhood advisory committee for the East Boston Piers, we can translate what has always been a personal dream of mine into a reality—a cohesive plan that links the waterfront with the 250,000 Boston residents who live within walking distance of the harbor."

The HARBORPARK Advisory Committee, made up of fifteen appointed members from each of the City's five harborfront neighborhoods, as well as government, labor, environment and the business communities, is helping to "breathe life" into the HARBORPARK Plan announced by Mayor Flynn and BRA Director Stephen Coyle in October, 1984. Its task is to ensure public input into the process which

will result in waterfront development that reflects a sensitivity to community needs and desires. The committee is also fostering closer coordination and cooperation among the participants.

Tom Ennen, Executive Director of the Boston Harbor Associates and a member of the committee, said at one meeting, "We now have the opportunity to have the pieces come together—unified—in a total picture. I feel somehow I am on the threshold of a dream." Fred Stefano, from East Boston, added, "We have the whole picture in mind; it will no longer be piecemeal. What we say here will be forgotten, but what we do here will long be remembered by our children and our children's children."

"The Advisory Committee has a challenging role, one that is really new in scope and one which we want to duplicate in other neighborhoods of the City."

Stephen Coyle, Director, Boston Redevelopment Authority



Mayor Raymond L. Flynn and Stephen Coyle, BRA Director, at Christopher Columbus Waterfront Park.

During this year, the HARBORPARK Advisory Committee was brought up to date on the various projects and issues that were pending when the committee was formed. Some of these include: *Lewis Wharf*—parking, waterfront access, and uses; *Harbor Point* (formerly Columbia Point, Dorchester)—the height of the buildings, the setback from the water, and the amount of area for public recreation; *The Fan Pier and Pier 4*—the committee has had a full presentation of the proposals; and others, like Massport development plans, the Schrafft's Center in Charlestown, and the Interim Overlay Zoning in Port Norfolk. The committee is also learning about the various tools they have at their disposal to help promote balanced economic growth on the waterfront while dramatically increasing public access and open space along the harbor.

BRA Director Stephen Coyle noted, "The Advisory Committee has a challenging role, one that is really new in scope and one which we want to duplicate in other neighborhoods of the City. It serves as a tremendous source of information from the various groups and interests the members represent. Through working together, the committee helps the City weigh the many concerns of the communities involved, while also working as a conduit for information from the City to the neighborhoods."

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City of Boston Raymond L. Flynn, Mayor

Boston Redevelopment Authority
Robert L. Farrell, Chairman
Joseph J. Walsh, Vice Chairman
James K. Flaherty, Treasurer
Clarence J. Jones, Assistant Treasurer
William A. McDermott, Jr., Member
Kane Simonian, Secretary
Stephen Coyle, Director

HARBORPARK Advisory Committee

Fred Stefano—Long-time member of the East Boston Land Use Advisory Council

Stephen Spinetto—Charlestown resident; community and handicapped access activist

Emily Puglano—Active in the North End for many years, founder of the North End Neighborhood Task Force

Father David Murphy—Pastor of St. Peter and Paul's/St. Vincent Church of South Boston; active in youth, education and neighborhood employment issues; current member and former president of the Condon Community School Board

Marianne Connolly—Dorchester native; involved with civic groups working on issues of water pollution, public access, and the Dorchester Shores Green Belt

Alden Raine—Director, Governor's Office of Economic Development

James Hoyte—Secretary of Environmental Affairs, Commonwealth of Mass.

Lisa Chapnick—Commissioner of Traffic and Parking, City of Boston

Lorraine Downey—Chair, HARBORPARK Advisory Committee; Director, Department of Environment, City of Boston; Executive Secretary of the Boston Conservation Commission; member Water Resources Authority Board of Directors

Thomas Ennen—Executive Director, Boston Harbor Associates; former Director, Special Commission on Boston Harbor

Arthur Lane—President, Boston Shipping Association

James Sullivan—President, Greater Boston Chamber of Commerce; former City Manager, Cambridge

Frederick Nolan—President, Boston Harbor Cruises

Edward W. Connolly—Bus. Agent, Local 799, International Longshoremen's Association

William Doherty—South Boston resident, Special Assistant to the Director, Public Facilities Department, City of Boston

Fan Pier I-IV Civic Advisory Committee (CAC)

Tom Butler—President, South Boston Citizens Association

Nancy Yotts—Representing District City Councillor James Kelly

Gerard Carey—Executive Director, South Boston Community Development Corporation

Thomas Ennen—Executive Director, Boston Harbor Associates

Cynthia Howard—American Institute of Architects

James Sullivan—President, Greater Boston Chamber of Commerce

Simone Auster—Vice President for Community Development for the Greater Boston Chamber of Commerce

William Spain—President, Castle Island Associates

Pat Wells—Boston Marine Educational Exchange

Robert Costello—President, St. Vincent's Civic Association

Michael E. Flaherty—State Representative, South Boston

Alden Raine—Director, Governor's Office of Economic Development

John Connolly—Development Advisor to Boston Mayor Raymond L. Flynn

Adel Foz—Director of Planning and Programming, Massport

Lawrence Dwyer—Chair, Fan Piers CAC, Director, Boston Community Schools

Father Walter Martin—Pastor, Our Lady of Good Voyage, South Boston

Jeanne McQuilken—Boston Marine Educational Exchange

East Boston Piers Advisory Committee

Charles Welch—Chair, East Boston Advisory Committee; Past President Jeffries Point Yacht Club

Blossom Hoag—Vice Chair, East Boston Advisory Committee; President of Jeffries Point Neighborhood Harborside Association

Evelyn Farnum—Harbor activist, resident of Boston

Anna DeFronzo—Long-time East Boston community activist

George DeLorenzo—Former state representative

Al Lombardi—Long-time East Boston resident

James Rose—East Boston resident and activist

Lucy Ferullo—Neighborhood Coordinator, Mayor's Office of Neighborhood Services, City of Boston

Mary Ellen Welch—Activist and resident of East Boston

Judge Mario Umana—East Boston resident

Robert Travaglini—District City Councillor from East Boston

William Manning—Resident of East Boston

Benny Tauro—East Boston businessman

Joseph Mara—Long-time resident of East Boston

Alice Christopher—Former Manager, Little City Hall, East Boston

James Dorgan—East Boston resident



Raymond L. Flynn, Mayor

Having grown up near the water, the son of a long-shoreman, I know firsthand how important the harbor is, both as a place for recreation as well as a place that can provide jobs and income for families.

In the past, Boston Harbor was ignored and its potential wasted. The harbor was fenced off to the people of the City, the port deteriorated, and jobs disappeared.

Things are now beginning to turn around. Following a half century of decline, economic rebirth

along Boston's waterfront is evident. This resurgence gives us an opportunity to achieve important public purposes.

The City's HARBORPARK Plan represents a process where this challenge can be met. The objective of HARBORPARK, simply put, is to achieve public access to the benefits of economic growth. This means access to the waterfront visually as well as physically; access to the planning process; and access to the jobs, housing, and to everything that flows from growth in this area of the City.

This administration will make no plans without the people of Boston being involved in the planning process. This administration will also enforce the hiring agreements on all public and private developments. We are going to ensure that housing developed along our waterfront is for every income group, with a goal of seeing that 30% of new housing goes to low and moderate income families. And we will cooperate with state government in their efforts to clean up the harbor.

We can bring people back to the harbor and make it once more a central part of life in this City. What we have started through the HARBORPARK Plan can indeed be our legacy to future generations.



The public's role is greatly expanded in the planning process through the creation of the HARBORPARK Advisory Committee.

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Coyle added that Boston Harbor is a relatively small harbor with limited land of extremely high cost value with a lot of government involvement. There is, he said, "so much competition for land and water use the Advisory Committee plays a critical role in mediating and keeping City and State government on its toes during the life of this unique project."

New Site Office for HARBORPARK

The Director has also announced that the BRA will be opening a new HARBORPARK site office at 185 State Street on September 15, HARBORPARK Day. "We want to strengthen the separate identity and concentrate attention on the HARBORPARK planning process," explained Coyle. "A site office will give residents a clear place to go to get information and to meet. It will also provide data storage space for the advisory committee as well as staff."

Future HARBORPARK Advisory Committee meetings will consider job creation, housing, and land use plans; design; and process for new projects being proposed for the waterfront. The committee meets on the last Wednesday of every month. The public is invited to attend.

The Fan Pier Advisory Committee Looks for Benefits for South Boston

The Fan Pier Advisory Committee has continued to meet over the summer reviewing the proposals for the development of Piers 1-3 and Pier 4 in the Fort Point Channel area of South Boston. The proposed mixed-use site will be the largest single private development project in Boston's history, which is why the advisory committee is so important.

Larry Dwyer, Chair of the Fan Pier Advisory Committee and a resident of South Boston, said, "We will continue to meet monthly, and even more frequently if necessary. We plan to work closely with the developers and the BRA to address what we perceive to be some major community concerns, including transportation access issues, environmental impact, and the spin-off effects of the development. We also want to make absolutely sure that the interests of the South Boston neighborhood are protected.

"We will be looking," continued Dwyer, "for potential benefits for Boston residents at-large and for South Boston residents in particular in terms of employment opportunities."

Plans for the Fan Pier waterfront site under review by the advisory committee include a hotel; a public waterfront park and promenade along the water's edge adding three quarters of a mile to Harborwalk, HARBORPARK'S 8-mile pedestrian way; residential units, retail stores, a restaurant and office development. The design has incorporated the HARBORPARK open space and design guidelines, which call for public access and open space as the key component of any development along Boston Harbor.

The Environmental Report on Fan Pier development will be published and presented to the State Department of Environmental Management by October 15. As that report is being compiled, information is given to the committee. The group will also be taking up the issue of linkage money for job training and employment for area residents in future meetings, as well as reviewing any decisions about traffic which impact on neighborhood streets while also continuing to review design and scale.

The East Boston Piers—Careful Planning Gets Results

Planning for the East Boston piers, which are owned by Massport and being developed through the BRA, continues with maximum citizen involvement as well. Evidence of this is the recent support the East Boston Piers Advisory Committee gave to the proposal for a lobster terminal and a waterfront park on the piers. This is an excellent example of how close cooperation between an advisory committee and the City, the Governor's office, the Archdiocese, and Massport can accommodate the interests of all those concerned.

Mayor Flynn said, "These committees allow for neighborhood voices to be heard. All of these projects will reflect that input and benefit the entire City because of that input."



Children take advantage of a summer day at Tenean Beach Park

New Port Norfolk Zoning Approved

At its August 26th meeting, the newly appointed members of the Zoning Commission voted unanimously to approve HARBORPARK's first "Interim Overlay Zoning District" for the Dorchester neighborhood of Port Norfolk.

Already approved by the Port Norfolk Citizens Association's Advisory Board, the interim zoning overlay will require that any new proposed development must go through a thorough ninety-day review process by residents, the BRA, and other City officials.

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The Zoning Commission's approval will also mean that the BRA will be conducting a fifteen-month planning study of the Port Norfolk area to determine what zoning changes will be needed to ensure that any development is compatible with the residential neighborhood. During the next fifteen months, while plans and new zoning regulations are being developed with the community, permits will be granted only to developers meeting a stringent set of requirements, such as physical and visual access to the waterfront for area residents, and opportunities for water-based recreation and increased open space.

Port Norfolk is a peninsula of Dorchester, literally cut off by the South East Expressway and railway lines. Its 1,000 residents live mostly in mid-nineteenth century houses which border on an industrial zone around the perimeter of the harbor. Recently, the Port Norfolk



HARBORPARK's first "Interim Overlay Zoning District" has been approved by the City's Zoning Commission for the Port Norfolk neighborhood in Dorchester.

community has been facing development pressures and the interim zoning will go a long way in cushioning it from overdevelopment. Another positive sign that future development in Port Norfolk will benefit the community is the Metropolitan District Commission's (MDC) purchase of the old Shaffer Paper site for its Neponset River park, which will add to the area's public open space.

North End Height Limits Set

Another HARBORPARK neighborhood has also won protection from development pressures. In June, the Zoning Commission approved a height restriction for the North End. To retain the special architecture and character of that community, as well as to maximize sunlight through its busy streets, all new construction in the North End will be limited to a height of fifty-five feet.

Development pressures in the North End are not new. Last summer, members of the community came to the BRA asking for support in limiting height of new and existing structures. Their concerns were that too much height would negatively impact the North End given its lack of open space. North End residents pointed out that because of the lack of space, there is much rooftop activity in this neighborhood, and that unfettered heights would restrict neighborhood views of the water and access to air and light.

BRA Director Stephen Coyle said, "The City is committed to protecting the North End from adverse effects of increased heights. We also want to ensure that the community has opportunity for input through the Zoning Commission and the Board of Appeal. We considered many factors, and analyzed the buildings in the North End. What we found was that the majority were between four and five stories, that higher buildings were the exception, and that to protect the overall character of this important community, a fifty-five-foot height limit as well as a roof structure limit on new height would be fair."



A view from a rooftop on Parmenter Street in the North End. Height limits have been set at 55 feet to retain the very special architecture and character of the community.

Until the BRA petitioned the Zoning Commission to adopt an amendment creating a fifty-five-foot height limit, there were no specific height limits in this area under the City's Zoning Code. In the past few years, several developments have been proposed which would significantly increase heights and have received strong community opposition. For example, due to the new height restriction, a development at 350 North Street has now been limited to fifty-five feet. At this same meeting, the Zoning Commission also adopted a roof structure restriction. It provides that any additional heights proposed for existing buildings must also go through a full public review and must receive a special permit before being allowed to go forward.



Mayor Raymond L. Flynn signs the Executive Order extending the Boston Jobs Policy (50% Boston residents, 25% minorities, 10% women in construction jobs) to privately financed development. From L-r., International Bricklayers Union Vice President Thomas McIntyre, Developer Donald Chiofaro, Mayor Flynn, and Chuck Turner representing the Committee to Implement the Boston Jobs Policy.

HARBORPARK Profile

Size:	2,000 acres
Areas:	Waterfront areas of East Boston, Charlestown, the North End (Inner Harbor), South Boston and Dorchester.
Total investment to date:	\$600 million
Total anticipated investment:	\$3 billion
Linkage payments:	\$22,000,000
Public open space:	44.6 acres
Net new property taxes:	\$28,000,000
Construction jobs:	4,000 +
Permanent jobs:	19,000 +
Total anticipated new housing units:	8,000
Total anticipated new residents:	12,000



HARBORPARK— Highlights Inner Harbor Development



HARBORPARK

- 1** The Fan Pier and Pier 4 is a proposed \$1 billion mixed-use development which will generate \$60 million in privately funded improvements.
- 2** The New Northern Avenue Bridge will provide uninterrupted access to the Fort Point Channel area and will represent \$12 million in state and federally funded amenities.
- 3** The Historic Northern Avenue Bridge, nominated for the National Register of Historic Places, will be opened and rehabilitated.
- 4** Rows Wharf is a \$193 million mixed-use development under construction with over \$2 million in privately funded amenities planned. 65% of the site will be open space.
- 5** India Wharf, where Harbor Towers is located, will include a private contribution for the continuation of Harborwalk.
- 6** Central Wharf, home of the popular New England Aquarium, has an outside public area, seal pool, public sculpture, and waterfall. A walkway bordering on the periphery of the Aquarium already exists. Additional public improvements will be privately funded.
- 7** Long Wharf, dating back to the 1700's, is home of the Chart House and Custom House Block which are in the National Register of Historic Places. Reconstruction, including the creation of a new park and a Harbor Islands Waterfront Terminal and Visitors Center, is now underway with \$15.6 million a majority provided by federal, state and city agencies.
- 8** The Walk-to-the-Sea will provide access for the people who work at Government Center to an improved Waterfront Park. Public improvements will include a proposed pedestrian bridge over Congress Street, through Quincy Market, to the waterfront.
- 9** Christopher Columbus Park, also known as Waterfront Park, is a 6-acre public park directly on the harbor. It is a focal point of Boston's open space system in the waterfront area. Adding to this are the lush acres of open space in Rose Kennedy Garden.
- 10** Commercial Wharf is a developed commercial and residential area. Future development will include public open space improvements.
- 11** Lewis Wharf, home of the Boston Sailing Center and the Boston Marine Education Exchange, is a mixed-use site. Further development will include an expanded marina and open space amenities.

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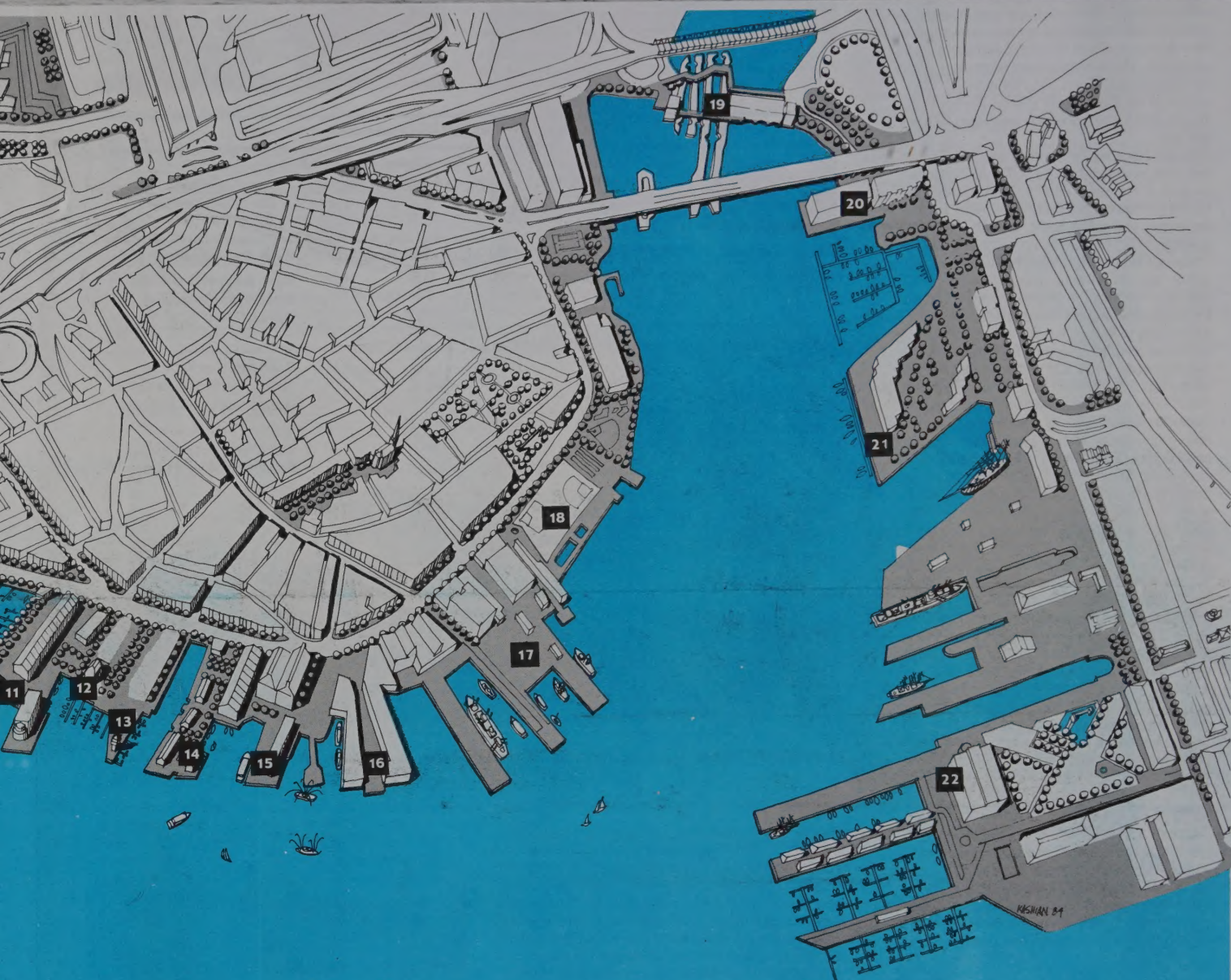
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- 12** The Pilot House, a handsomely restored structure with commercial space, has a unique widow's walk to the sea and a Japanese garden.
- 13** Sargent's Wharf is the last publicly-owned waterfront site in the downtown, and will offer nearly 2 acres of public open space.
- 14** Union Wharf is a developed residential site.
- 15** Lincoln Wharf/Fireboat Wharf is the site of future residential development. A new Fire Boat Pier for the Boston Fire Department will be constructed. Privately funded amenities could total more than \$4.7 million.
- 16** Battery Wharf is home of the Bay State Lobster Company, and fish and produce dealers.
- 17** Constitution Wharf, where "Old Ironsides" was constructed, is a United States Coast Guard base.
- 18** The North End Playground includes a public swimming pool, baseball fields, boccie courts, and an MDC hockey rink and tennis courts.
- 19** The Charles River Dam Area will connect the North End Playground with the Paul Revere Landing in Charlestown, and provides public views of locks, fish ladders and exhibits.

- 20** The Charlestown City Square/Rapids Warehouse Development is the site of proposed mixed-use development and will include public open space on the water's edge.
- 21** Constitution Plaza (formerly Hoosac Pier), a commercial development project, was completed in 1984, and includes the first new section of Harborwalk to open this year. The walkway, in an area of the waterfront that has been inaccessible for more than a century, is the result of joint efforts by Mass Port, the Boston Conservation Commission and other groups.
- 22** Charlestown Shipyard Park is a 16-acre park that is part of the Charlestown Navy Yard's redevelopment program, the largest historic rehabilitation project in the United States totalling over \$400 million in private investment. Public amenities include 16 acres of open space, a children's playground, and a tot lot.

Harborwalk. Stretching from the Charlestown Shipyard to the Fan Piers in South Boston. This eight-mile walkway is the major unifying element of HARBORPARK. As it weaves among buildings, parks and marinas, Harborwalk will unite the water to the mainland and the neighborhoods to each other. All HARBORPARK building projects are reviewed for their contribution to Harborwalk. Yet more than just providing physical continuity, Harborwalk is also an end in itself: a place to walk or jog; to eat an outdoor lunch or escape the pressures of the day; to contemplate the harbor's natural beauty or observe its bustling activity. Latter phases will extend Harborwalk to all of Boston's Saltwater Waterfront. When complete, HARBORPARK, with its system of walkways, access to the water's edge, and public amenities, will extend 21 miles and encompass 2,000 acres of waterfront area.

The Benefits of Development

The benefits of development are not just felt and appreciated at the present, they must also be for the future. Much of the public amenities that will come from HARBORPARK are going to be there for future generations to enjoy. This, in fact, will be the real measure as to the success of the City of Boston's HARBORPARK Plan.

- Access.** Chief among the public benefits of HARBORPARK is access for all the people and neighborhoods of Boston: visual and physical access to the harbor itself; access to the jobs, housing, tax revenues and recreational opportunities resulting from development on this scale; and access to the process by which development takes place. From the HARBORPARK and Fan Pier Advisory Committees to the *Harborwalk* and the Harbor Point development, equal access is proving to be a workable goal.
- Jobs and Housing.** Beyond the over 4,000 construction jobs generated by HARBORPARK'S planned projects, this massive effort will also create some 19,000 permanent positions. Blue collar, white collar, service and professional, the jobs will cover the spectrum. Fifty percent will go to Boston residents. Of the 8,000 housing units slated to be built, some will be new, most will be rehabs; 30% will be for low and moderate income people. As an indication of the scope of affordable housing development, over \$22 million in linkage funds will be generated by private development along Boston's waterfront.
- Tax Revenues.** In all, \$28 million in net new taxes for the City of Boston will be generated by HARBORPARK'S planned private waterfront development.
- Water Transportation.** To relieve the congestion on Boston's roads, and in line with the City's Traffic and Parking Department's policies, HARBORPARK encourages the increased use of water transit systems. All along Boston Harbor, marinas, terminals, public landings and moorings will be established to service the ferries, commuter boats, water taxis and cruise vessels needed to achieve this goal. Long and Rows Wharves will serve as central docking facilities. New and expanded parking near water transit facilities will also be created.
- Commercial and Maritime Activities.** The strengthening of the competitive position of Boston's maritime facilities, an important goal of HARBORPARK, will in turn strengthen both the city and regional economy. This commercial activity will provide jobs not only for longshoremen and others who work the ships, but for light industrial manufacturing and stores that rely on Boston's port to reduce the transportation costs of what they make and sell.



Children enjoying Carson Beach in South Boston.



To relieve the congestion on Boston's roads, HARBORPARK encourages the increased use of water transit systems.

Construction nears completion at Marketplace Center. When complete, the "Walk-to-the-Sea" will connect Faneuil Hall market to the waterfront through Marketplace Center.

Benefits from HARBORPARK Development

Projects ¹	Jobs		Open Space (Acres)	Harborwalk (Feet)	Other
	Construction	Permanent			
Lobstermen's Cooperative	In Planning Stages		6.0	1,500	
East Boston/Piers 1 - 4				1,600	
Schrafft Center	200	2,500	3.2	630	Water taxi; sailing program
Charlestown Navy Yard	689	6,700	16.0	14,200	Water taxi; public docking facilities; public landing; marina
Lewis Wharf	In Planning Stages				
Rows Wharf	760	1,500	2.0	1,162	Water taxi boat terminal; marina; rooftop observatory; domed court; public docks
Fan Pier and Pier 4	1,859	9,000	4.6	6,084	Marinas; excursion boat terminal; 90 ft. wide canal; bridges; commuter boat facilities
HarborPoint	450	124	5.5	2,640	
Sargent's Wharf	In Planning Stages				
Long Wharf	16		6.0	580	Harbor Islands State Visitor Center and Terminal; docking facilities for ferries; cruise boats; public landing
New Northern Avenue Bridge	49				
Existing Northern Avenue Bridge	133	25	1.2	600	
TOTAL	4,156	19,849	44.5	28,996	

1. Numbers are estimates based on the projects' current status. All numbers are subject to change as the planning process continues.

Harbor Point. (Formerly Columbia Point, Dorchester) This \$140 million project will create a mixed-use, mixed-income community. Along with 1,400 new and rehabilitated housing units, 400 of which are guaranteed low-income, plans call for extensive recreational facilities, including a clubhouse and pool; retail space; public walkways, parks and a beach. A vital link in *Harborwalk*, Harbor Point will connect westward across Bayside to Mother's Rest and eastward to the walkways at the Kennedy Library. All planning and work is done in cooperation with an advisory committee made up of city and state reviewing agencies and the Columbia Point Community Task Force, Inc. The first housing units will be ready for occupancy in Fall 1986.



Jogging along John F. Kennedy Library.



What is now Columbia Point will become a mixed-income community with new and rehabbed units, extensive recreational facilities, stores, public walkways, parks and beaches.



Mayor Flynn Dedicates Rose Kennedy Garden in Honor of Mrs. Kennedy's 95th Birthday

Mayor Raymond L. Flynn dedicated the new Rose Kennedy Garden on July 22nd, in the North End neighborhood where Mrs. Kennedy was born, on behalf of the City of Boston and the Gold Star Mothers of Massachusetts. The one-acre site is adjacent to Christopher Columbus Park on Boston's waterfront.

Joining Mayor Flynn were Senator Edward M. Kennedy, members of the Kennedy family, and Gold Star Mother's of Massachusetts. The mothers are a national organization of women who lost sons or daughters during war-time.

The Rose Kennedy Garden, which is the first site in Boston to be named after Mrs. Kennedy, will have both a rose garden and a grove of ornamental Japanese cherry trees, and will include a fountain, wooden benches, and stone dust and gravel paths. Construction of the garden will begin in April 1986 with completion anticipated in the Fall.

Mrs. Kennedy was born a short distance from the park in 1890, and lived on Garden Street for seven years. She was baptized in St. Stephen's Church on Hanover Street, and went to school at St. John's, also in the North End. The new garden was dedicated in honor of her contributions not only to her own family, in whom she instilled a sense of public duty, but also for her charitable works on behalf of the poor and the retarded.

The entire Rose Kennedy Garden will be resodded, with special preparation of the soil to encourage green lawn areas for sun-bathing and relaxing. A new Rose Garden will feature ever blooming and hybrid roses.



Senator Edward M. Kennedy joins Mayor Raymond L. Flynn at the dedication of Rose Kennedy Garden in the North End, July 22.

A vital link in Boston's Walk-to-the-Sea, Rose Kennedy Garden is unique. Its combination of private rose garden within an active park setting will provide opportunities for both passive and active recreation, helping to make it a truly special place within a special city.



Charlestown Navy Yard to be Home for "Spirit of Massachusetts" and the Nantucket Light Ship

The New England Historic Seaport, Inc., is working to secure a home port facility for the "S.S.S. Spirit of Massachusetts" at Dry Dock #2 where it was constructed last year as a sailing school ship, and wharf space on Pier 3 for the Nantucket Light Ship.

The New England Historic Seaport, Inc., is seeking a long term license from the BRA for Pier 3 and the Dry Dock #2 area to be developed in cooperation with the BRA as a center for maritime activities open to the public. The facility would include Boston Harbor sail training programs, space for regional maritime heritage exhibitions as well as a permanent home base for the sailing school ship "Spirit of Massachusetts."

The U.S. Coast Guard is now in the process of decommissioning the Nantucket Light Ships and has

offered to transfer ownership of one of the ships to NEHS.

The light ships hold a significant position in Boston's maritime history and will be preserved as a dockside monument to life-saving sea operations in New England. The light ship will act as a point of interest for visitors to the Charlestown Navy Yard.

The location of this facility and docking space in the Navy Yard will bring many benefits to the area. The "Spirit of Massachusetts" constantly adds new cultural and business interests to Charlestown. The light ship will also serve as a year-round maritime training facility for NEHS.

Boston is the *Spirit's* home port, and that is where she wants to call home.

Public Open Space—A New Land Use Category

As part of the rezoning effort in the waterfront neighborhoods, the BRA has proposed a new land use category—Public Open Space—for inclusion in Boston's Zoning Code. This designation will clearly identify publicly owned space and afford it an additional layer of protection from future development. It would also prevent a private owner from developing non-open space uses on such land without zoning changes or variances.

At the festive opening on June 23rd of the "Walk-to-the-Sea" at Marketplace Center, a new segment of Harborwalk linking Waterfront Park with the Government Center area, Mayor Flynn said, "At a time when Boston is going through a development boom, we must make sure that there remains sufficient public open space for our citizens to enjoy."

The Flynn Administration open space policy will also provide for:

- An equitable distribution of quality open space
- Neighborhood involvement in the care of open space
- The expansion of existing open space and completion of the Emerald Necklace, designed by Frederick Law Olmsted
- Linking private investment for the maintenance and creation of open space
- The improvement of environmental quality of the City through open space

Several new parks in the HARBORPARK area are already in the advanced stages of planning:



Artist's rendering of Rose Kennedy Garden

Rose Kennedy Garden will provide recreational open space adjacent to the Christopher Columbus Waterfront Park.

Sargent's Wharf, when developed, will provide for a two-acre-waterfront public park.

Charlestown Shipyard Park is a major recreational and water transportation area of HARBORPARK. Adjacent to the U.S.S. Constitution Museum, "Old Ironsides," and the decommissioned Navy destroyer, Cassin Young, it features sixteen acres of open space, a playground, a tot lot, and a 550-slip marina.



Shipyard Park in Charlestown

East Boston Waterfront Park will be a six-acre park located on the backlands of Pier 3, near the proposed Lobstermen's Cooperative.

Development at the Fan Pier in South Boston will also include three acres of landscaped public open space and a shaded promenade along the water's edge, adding three quarters of a mile to Harborwalk.

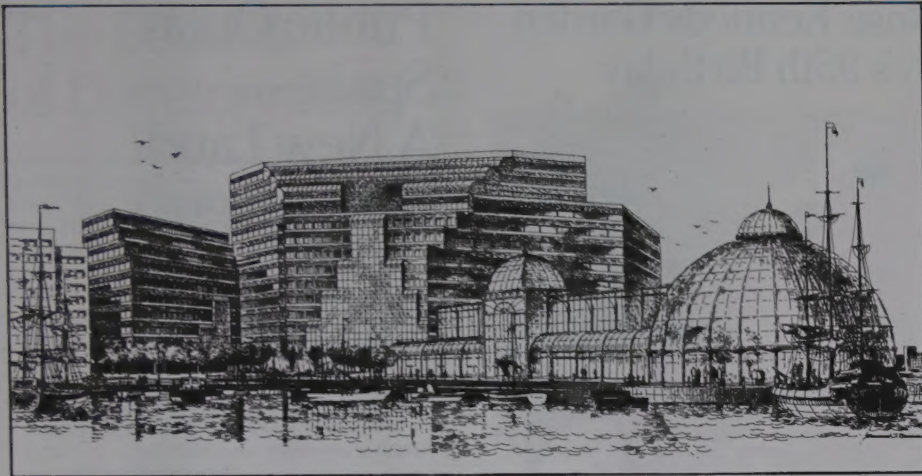
"Boston has an urban landscape that must be treasured," said the Mayor. "It provides places for our children to run and play and for communities to meet in common areas. We must, in short, recognize the critical importance of open space to the future of Boston."

Publications and Research

It is important that the City continue to strengthen communication links between its development agency and others interested in waterfront-related issues. Several publications are available to the public which give a comprehensive look at harbor development and the neighborhoods impacted:

- **HARBORPARK: A Framework for Planning Discussion** was the first document published at the initiation of Mayor Flynn and BRA Director Coyle in October, 1984. It includes information on the history of Boston Harbor, the waterfront neighborhoods impacted, project outlines, public benefits to be derived, the citizen review process, zoning, intergovernmental relations, and HARBORPARK follow-up.
- **Interim Design Standards for the Inner Harbor**, the second HARBORPARK document, was published in November, 1984. The report provides guidelines for the design of structures and open spaces on the waterfront during the HARBORPARK planning process.

- **Neighborhood Profiles** are prepared by the BRA Research Department. They are an in-depth series of studies which analyze demographic, economic, and investment information for each of the five HARBORPARK neighborhoods: East Boston, Charlestown, South Boston, North End, Dorchester.
- **Parcel Profiles** provide parcel by parcel information as well as summary neighborhood information on use, ownership, tax status, assessed land and building values, and zoning for over 6,000 parcels located in and around the HARBORPARK area.
- **HARBORPARK Institutional Framework** is a reference report describing the powers, responsibilities, and activities of some 75 federal, state, and local government agencies and departments which relate to Boston Harbor. This document provides a centralized source of information for use in clarifying the permitting and approval process for waterfront developments.



In the Charlestown Navy Yard, A Winter Garden Proposed

A proposal has been made to the City to develop Parcel 5 in the Charlestown Navy Yard, one of the most valuable pieces of prime real estate in the City of Boston, into a winter garden. Immobiliare New England and the Congress Group are offering to build what they are calling an "indoor Arboretum," completely for public use twelve months a year, similar to ones in other major American cities.

The plan calls for building an enclosed winter garden of trees, plants, and fountains; dock space for visiting Tall Ships; ramps and floating docks for sail boats and in Dry Dock #5 providing a sailing school for Charlestown youth; and, making adjacent Pier 11 accessible all along the rim of the water offering one of



Construction workers take a break in the Charlestown Navy Yard. The \$400 million historic restoration and redevelopment project is the largest in the country.

the most spectacular views of the City anywhere. This new public access to the water will be a cornerstone of *Harborwalk*, the pedestrian walk that is the centerpiece of the HARBORPARK Plan.

The Immobiliare/Congress Group proposal, which will go through thorough review by the Charlestown community, the HARBORPARK Advisory Committee, and the BRA, is just one part of the redevelopment of the Charlestown Navy Yard, one of Boston's most exciting waterfront development projects. The Navy Yard project is the largest and most expensive historic rehabilitation program in the entire United States. At its completion in 1989, the Navy Yard will see over \$400 million in private investment and considerable public benefits.

Shipyard Park

Location:	First Avenue at the Charlestown Navy Yard
Size:	Sixteen acres including land, water and docks
Site Amenities:	Waterfront promenade, public marina, childrens play area, wading pool and fountain, outdoor performance center, passive recreational areas, refreshment stand
Cost:	\$3,941,000.00
Ownership/ Maintenance:	Boston Redevelopment Authority
Funding Sources:	Federal: EDA, UDAG State: Land and Water Conservation Fund, Coastal Facilities Improvement Program Local: City of Boston, Capital Improvement Funds
Completion Date:	June, 1986
Access:	Open to the Public year round, 7 days a week



Mayor Raymond L. Flynn at Building #103 in the Charlestown Navy Yard, where 112 units of elderly housing is nearing completion.

Intergovernmental Cooperation—A Success Story

The HARBORPARK area is seeing a great cooperative effort among the various governmental agencies involved. Several grants have been awarded, which will allow certain work to go forward that could not have without the approvals.

1. In May of this year, the Massachusetts Department of Environmental Management (DEM) awarded \$200,000 for the planning, engineering, financial feasibility, and design studies for *Harborwalk*. The grant will be matched with \$200,000 of City Loan Order funds approved by the Boston City Council.
2. The U.S. Coastal Zone Management Program approved a \$547,000 grant for design and construction of improvements to Drydock #2 in Charlestown Shipyard Park. A new section of *Harborwalk* will be created, giving the residents of Charlestown new access to the water.
3. The National Endowment for the Arts has approved a \$30,000 grant for an urban design study of the historic Fort Point Channel Bridges.
4. Another \$30,000 grant from the NEA is pending for developing reuse plans for the existing Northern Avenue Bridge. This bridge dates back to the turn of the century and has been nominated for the *National Register of Historic Places* for its unusual engineering design. Current proposals call for the swing section to be permanently turned, enclosed in glass, to serve as a public observatory allowing visitors a most unusual view from the center of the channel.
5. The City of Boston and the Commonwealth have agreed on the design for the \$10 million project to build a new Northern Avenue Bridge, which, when completed, will go a long way to relieve traffic congestion in South Boston.

Approval of these and other grants result from ongoing cooperation and communication at all levels of government. For the numerous grants now being reviewed, it is hoped this spirit continues because the City reaps enormous benefits from these efforts.



Fishing near the John F. Kennedy Library, Dorchester.



Lobstermen working in South Boston. Agreement has been reached for a permanent home for Lobstermen in East Boston.